



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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Santa Clara County

*Sharon J. Brown, Vice Chair*  
Cities of Contra Costa County

*Ralph J. Appezato*  
Cities of Alameda County

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and Urban Development

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U.S. Department of Transportation

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Cities of San Mateo County

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Association of Bay Area Governments

*Jon Rubin*  
San Francisco Mayor's Appointee

*Angelo J. Siracusa*  
San Francisco Bay Conservation  
and Development Commission

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Solano County and Cities

*Katbryn Winter*  
Napa County and Cities

*Sharon Wright*  
Sonoma County and Cities

*Harry Yabata*  
State Business, Transportation  
and Housing Agency

*Lawrence D. Dabms*  
Executive Director

*Steve Heminger*  
Deputy Executive Director

**BAY BRIDGE DESIGN TASK FORCE**  
**Wednesday, September 8, 1999**  
**1 p.m.**  
**Joseph P. Bort MetroCenter Auditorium**  
**101 Eighth Street**  
**Oakland, California 94607**

**Chairperson:** Mary King  
**Members:** Ralph Appezato  
Sue Bierman  
Sharon Brown  
Mark DeSaulnier  
Jon Rubin  
Angelo Siracusa  
**Staff Liaison:** Steve Heminger

## FINAL AGENDA

1. Welcome and introductions -- Mary King, Chairperson
2. Proposed strategy on additional bridge design features --  
Steve Heminger, MTC and Denis Mulligan, Caltrans\*
3. Other business/public comment

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\* Attachment sent to members, key staff, and others as appropriate. Copies available at meeting.

Every member of the Commission who is not otherwise designated as a member of this task force is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at this meeting, the task force may take action only on those matters delegated to it. The task force may not take any action as the full Commission unless this meeting has been previously noticed as a Commission meeting.

An ad hoc non-voting task force member may be designated by the task force chairperson as a voting member for this particular task force meeting if an additional voting member is needed for a task force quorum.

**Public Comment:** The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Record of Meeting:** MTC meetings are tape recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

**Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

**Transit Access to MTC:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

**Parking at MTC:** Metered parking is available on the street. No public parking is provided.

OFFICE OF THE MAYOR  
SAN FRANCISCO



WILLIE LEWIS BROWN, JR.

TREASURE ISLAND PROJECT  
410 AVENUE OF PALMS, BLDG #1  
TREASURE ISLAND  
SAN FRANCISCO, CA 94130  
(415) 274-0660  
FAX (415) 274-0299

September 8, 1999

Hon. Mary King  
Chair, Bay Bridge Task Force  
MTC  
101 Eighth Street  
Oakland, CA 94612

Dear Ms. King:

Unfortunately we are unable to attend today's meeting at 1 p.m. of the Bay Bridge Task Force because the Board of Directors of the Treasure Island Development Authority meets at the same time at City Hall in San Francisco. The Authority's regular meetings are scheduled for the second Wednesday of each month.

I write to indicate that although the City of San Francisco and the Treasure Island Development Authority have very strong concerns with the construction of the MTC recommended new east span, we are unable to discuss those issues in person today. We are, however, interested in the Task Force's continuing deliberations with regard to a proposed new east span.

We would appreciate your discussion with the Task Force in considering alternative meeting times so that representatives from San Francisco can attend the meetings. Thank you for your assistance.

Sincerely yours,

  
Joan Rummelsburg  
Director, Special Projects



## CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, 4TH FLOOR • OAKLAND, CALIFORNIA 94612

Public Works Agency

(510) 238-3961  
FAX (510) 238-2233  
TTY (510) 238-7644

September 7, 1999

Supervisor Mary King, Chairperson  
Bay Bridge Design Task Force  
101 Eighth Street  
Oakland, CA 94607

Dear Supervisor King,

As you know, the City Council and the Mayor of Oakland continue to advocate for a "world-class design" for the Bay Bridge. The City of Oakland does not believe that Caltrans current design meets this criterion. However, if the current design is to be implemented, then the bridge should be white and include the lighting scheme proposed by the consultants.

Currently, the bridge looks like three different bridges designed by three different individuals and appears to be discontinuous. As such, from a technical and aesthetical point of view, the color and lighting scheme will be very important in integrating these bridge types together.

To this end, your approval of funding for the lighting and color that improves the design and unifies the bridge design will be appreciated.

Please contact me at (510) 238-3962 if you have any questions.

Thank you,

A handwritten signature in black ink, appearing to read "Daniel Woldeesenbet".

DANIEL WOLDESENBET, Ph.D.  
Assistant Director, Public Works Agency

c: Bay Bridge Design Task Force Members  
Larry Dahms, MTC  
Denis Mulligan, Caltrans

ANGELO J. SIRACUSA

September 17, 1999

The Honorable William Jefferson Clinton  
President of the United States  
The White House  
Washington D.C. 20500

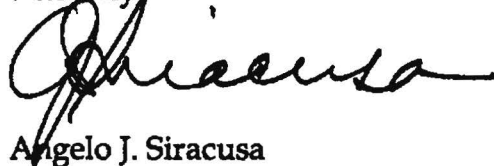
Dear President Clinton:

In October we will "celebrate" the tenth anniversary of the Loma Prieta earthquake in the San Francisco Bay Area, and we still do not have a seismically safe bridge across the Bay. There are many reasons for the delay, but the latest culprit is the United States Navy.

A team of world class engineering and architectural experts recommended a design and alignment. An open and inclusive process has been completed. Only after decisions were made, did the Navy object--on the grounds that the adopted alignment would have a negative impact on the value of Navy property being transferred to the City of San Francisco. I don't believe their reason, but even if it is true, the Navy's concerns pale against the infinitely more important need to ensure the safety of 180,000 who drive the bridge each day.

The Navy's actions are frivolous and irresponsible. Please direct them to cease their opposition and allow us to proceed immediately

Sincerely,



Angelo J. Siracusa

C: Bay Area Congressional delegation  
United States Navy  
California Governor Gray Davis  
California Department of Transportation  
Metropolitan Transportation Commission

ANGELO J. SIRACUSA  
235 Loring Avenue  
Mill Valley, CA 94941  
415/388-6453 Fax 415/388-6454

Mr. Steve Heminger  
MTC  
By Fax 510/464-7848

Total of two pages

Dear Steve:

Here is the letter to the President. Can you get it—and, hopefully, a batch of others—to those I have copied, or do I need to do that? Use this letter any way you wish.

Warm regards,

*Angelo*  
Angelo J. Siracusa

C: Mary King

*Pam -*

*P/S. do*

*- Steve*

*9/21/99*  
*OK*  
*Sent to - Danzig / Wavy*  
*- Bay Area Congressional*  
*Reps*  
*(via L. Walls' list)*  
*- Governor Davis*  
*- put in Commission boxes*

*Calltrans and*  
*President already*  
*done - per*  
*Steve*

*Pam*  
*&*



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## *Memorandum*

TO: Bay Bridge Design Task Force

DATE: August 31, 1999

FR: Executive Director

RE: Proposed strategy on additional bridge design features

At your last meeting on July 8, you deferred action on approving three additional design features recommended by your Engineering and Design Advisory Panel (EDAP) for the new eastern span of the Bay Bridge. These three features -- longer transition spans at Yerba Buena Island (YBI), an architectural lighting scheme, and whitened concrete for the viaduct spans -- together have an added cost of approximately \$48 million. For the reasons set forth below, we recommend that you continue to defer action on these items.

### Financing additional bridge features

The design review process and financing procedures for the new eastern span are set forth in Streets and Highways Code Sections 188.5 and 31000, commonly referred to as Senate Bill 60, and were enacted in August 1997. Under these provisions of state law, there are only two ways to finance additional design features and costs beyond the baseline cost of the new eastern span, which is defined in SB 60 as \$1.285 billion.

First, MTC acting as the Bay Area Toll Authority (BATA) may extend the \$1 seismic retrofit toll surcharge on the state-owned bridges for up to two years to finance up to four statutorily defined "amenities" for the new eastern span: (1) a cable-supported main span, (2) a bicycle/pedestrian path on the new east span, (3) a bike path on the existing west span, and (4) improvements to the Transbay Terminal. BATA Resolution No. 10, adopted in June 1998, extended that surcharge by approximately 15 months to generate \$140 million to finance the self-anchored suspension bridge and bicycle/pedestrian path approved by BATA for the new eastern span design. Thus, approximately 9 months of toll surcharge revenue (or \$90 million) remains for further BATA action on either cost increases associated with the two items already approved or inclusion of the other two "amenities" -- the west span bike path and Transbay Terminal. The additional design features deferred at your July 8 meeting are not eligible for this form of financing (contrary to my preliminary advice to you last month), because they are not statutorily defined as "amenities" in SB 60.

The other way to finance additional design features or costs for the new eastern span is likewise spelled out in SB 60, and it involves Caltrans reporting to the Legislature that the actual cost of the entire toll bridge seismic retrofit program (including the new eastern span project) has exceeded the \$2.620 billion baseline cost defined in statute. If Caltrans makes such a report, the department is required to "propose a financial plan to pay for that increase and the Legislature shall thereafter adopt a financial plan therefor." We believe that this reporting mechanism is the appropriate vehicle to finance the additional design features deferred at your last meeting, as well as any other desired changes that are not statutorily defined as design "amenities" subject to BATA action.

Furthermore, as we informed you at the time of BATA's eastern span design approval in June 1998, the cost of the baseline bridge is expected to be higher than the \$1.285 billion cost estimate defined in SB 60 when the bill passed in August 1997. At least three categories of potential cost increase are already known. First, Caltrans has included \$91 million in additional costs as a "ground motion contingency" to respond to new information regarding earthquake ground motions at the Bay Bridge site. Second, the delay caused by the U.S. Navy's refusal to permit geotechnical drilling on YBI has contributed to inflationary cost escalation for the overall project of \$50 million to date. Finally, the additional design features deferred at your last meeting total \$48 million.

These three known cost categories approach \$200 million in costs beyond the baseline bridge defined in SB 60, and they continue to increase with delay. Under ordinary circumstances, Caltrans would be providing its 65% design estimate shortly, in anticipation of the cost report to the Legislature referenced above. However, given the continuing stalemate regarding the ultimate location of the new bridge, Caltrans still lacks a solid basis to support a cost estimate for the entire structure.

A further element of risk is that the environmental review of the project under the National Environmental Policy Act (NEPA) is not scheduled for completion until January 2000, at which time the final step in the selection of a bridge design and alignment would occur. San Francisco officials have repeatedly threatened to file a NEPA lawsuit if this action by Caltrans and the Federal Highway Administration ratifies the northern alignment recommended by BATA. Whether successful or not, such a lawsuit is likely to mean added cost and delay for the project.

In light of these circumstances, we are considering design enhancements for an uncertain bridge. First, the stalemate with the Navy and San Francisco must be resolved. Then, we may be in a position to join with Caltrans in a legislative effort to secure additional funding to pay for the underlying cost increases as well as any additional design features desired by EDAP and BATA.

#### Recommendation

Accordingly, we recommend that the Bay Bridge Design Task Force continue to defer action on any further design enhancements, and that we focus our efforts at this time on engaging the state and federal administrations in resolving the impasse over the proposed northern alignment of the new bridge. The most recent letter from Governor Gray Davis to the U.S. Navy provides a suitable rallying point for our efforts in that regard (see Attachment 1).

In light of our proposed recommendation to defer action on any further design enhancements, we asked Caltrans to advise us as to how they would proceed with continuing design work on the new east span absent any specific direction from BATA on further design enhancements. Their response is contained in Attachment 2.

  
Lawrence D. Dahms



GOVERNOR GRAY DAVIS

July 28, 1999

The Honorable Richard Danzig  
Secretary of the Navy  
1000 Navy Pentagon  
Washington, D.C. 20350-1000

Dear Secretary Danzig:

I am writing with regard to a matter of great public concern and safety, the San Francisco-Oakland Bay Bridge and the Navy's refusal to permit geological testing on Yerba Buena Island.

As you are aware, the California Department of Transportation (CalTrans) is undertaking a significant and comprehensive effort to replace and retrofit the Bay Bridge, which was severely damaged in the Loma Prieta earthquake in 1989. The cost of this seismic safety project, which includes replacement of the entire structure from Yerba Buena Island to its Oakland landing, is approximately \$1.8 billion.

As you are also aware, controversy continues to exist over the Metropolitan Transportation Commission's (MTC) selection of a northern alignment for the new span, despite the fact that after nearly 10 years of planning and public review the project is now in the engineering stages of a risk design development.

It is my understanding that CalTrans has been unable to obtain permission from the Navy to conduct geological drilling on Yerba Buena Island due to its opposition to MTC's proposed northern alignment. The geological tests are necessary regardless of whether a northern or southern alignment is ultimately approved.

Therefore I am requesting the Navy to allow CalTrans to conduct geological drilling on the Yerba Buena Island for both the north and south alignments contained in the Draft Environmental Impact Statement. The drilling will not prejudice the outcome of the environmental process.



The Honorable Richard Danzig  
July 28, 1999  
Page Two

While I recognize that each proposal has its own supporters and appreciate the Navy's desire to assist San Francisco in achieving its ambitious reuse plans on Yerba Buena Island, as Governor my paramount concern is public safety. More than 280,000 vehicles cross the Bay Bridge each and every day and, as the Loma Prieta earthquake tragically demonstrated, every day of delay in completing this seismic safety project courts another disaster.

The Coast Guard has allowed drilling on their premises out of concern for public safety as we work to resolve these important issues. I would greatly appreciate the same consideration from the Navy.

I would appreciate your personal attention to this matter, and I would be happy to discuss this with you at any time.

Sincerely,

A handwritten signature in black ink that reads "Gray Davis". The signature is stylized with a large, bold "G" and "D".

GRAY DAVIS

cc: The Honorable Dianne Feinstein, U.S. Senate  
The Honorable Barbara Boxer, U.S. Senate  
The Honorable Willie L. Brown, Jr., Mayor of San Francisco  
The Honorable Edmund G. Brown, Jr., Mayor of Oakland  
Jose Medina, Director of the California Department of Transportation

**DEPARTMENT OF TRANSPORTATION****BOX 23660****OAKLAND, CA 94623-0660****(510) 286-8444****TDD (510) 286-4454**

Attachment 2



August 26, 1999

Mr. Lawrence D. Dahms  
Executive Director  
Metropolitan Transportation Commission  
101 Eight Street  
Oakland, CA 94607-4700

Dear Mr. Dahms:

At the Bay Bridge Design Task Force (BBDTF) meeting on July 14, 1999, Caltrans received additional direction with respect to the design of the San Francisco-Oakland Bay Bridge East Span Seismic Safety Project. The purpose of this correspondence is to insure that Caltrans and the Metropolitan Transportation Commission (MTC), acting as the Bay Area Toll Authority (BATA), have a common understanding of the decisions made at the July 14, 1999 meeting.

Caltrans and BATA's roles for this project are clearly defined in state law. BATA is responsible for representing the Bay Area in selecting a bridge design along with funding the incremental cost of this design above the baseline bridge. Working together we have advanced the design of MTC's selected alternative to a juncture at which, by working together, we have developed 65% complete plans. This is a tremendous achievement. However, as design progresses, the opportunity for revisions without impacting the design schedule disappears. Caltrans wishes to insure that the ongoing design efforts are consistent with MTC's directions and planned toll surcharge extensions.

At the July 14, 1999 meeting the BBDTF indicated approval of seven (7) "belvederes" as a modification to the design of the bike path. The design is being modified to be consistent with this direction from MTC. There is an additional MTC approved incremental cost associated with this revision.

At the July 14, 1999 meeting, the BBDTF indicated approval for the "geotechnical" option in lieu of the "structural" option at the location at the Oakland touchdown. The design is proceeding consistent with this direction.

At the July 14, 1999 meeting, the BBDTF deferred taking action on bridge lighting, Yerba Buena Island span lengths and pigmentation issues. Without direction from MTC per SB-60, Caltrans reverts to "baseline" design features. The basis for Caltrans' decision as to what constitutes the "baseline" is safety and economy with shorter and less complex span; thus, the design of the Yerba Buena Island spans is advancing with 80 meter spans adjacent to the self-anchored suspension frame. Similarly, the design is proceeding without coloring portions of the superstructure concrete. (The coloring of the concrete is

Mr. Lawrence Dahms

August 26, 1999

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one issue that could be revisited in the near future without delaying completion of the bridge plans, specifications and estimates now.)

The bridge lighting which the BBDTF deferred acting on has multiple components.

- The design is proceeding without the "fog lights" in the barriers. After further review, this is a design feature which Caltrans would prefer not to have incorporated due to safety concerns for maintenance personnel in addition to economy.
- The BBDTF's Engineering and Design Advisory Panel (EDAP) recommended simplifying the design of the light poles. This recommendation is consistent with economy, so it is being implemented.
- The design is proceeding without the light pipe. It appears that BBDTF reacted favorable with this design feature; however, financial concerns resulted in no decision. Recognizing MTC's interest in this design feature, and acknowledging that MTC may pursue legislative efforts to secure additional funding, the bridge design is proceeding with provisions to accommodate the light pipe in the future. There is an incremental MTC cost above the "baseline" associated with this accommodation.

Caltrans is compelled to implement the strong motion instrumentation in order to measure the bridge's response to future earthquakes. Clearly the baseline bridge would include instrumentation. However, the self-anchored suspension portion of the MTC selected structure necessitates additional instrumentation beyond that required for the baseline bridge. This incremental cost, although relatively small compared to the overall project cost, is a MTC obligation.

My staff and I are fully dedicated to continuing to work closely with MTC on this project. If the Department's design efforts as outlined above are inconsistent with MTC's desires, please contact me at 286-5900 immediately, as we are competing against time.

Sincerely,

  
HARRY V. YAHATA  
District Director